diversify and modernise facilities in the technical education at the polytechnic level?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): (a) and (b) According to available information, during 1988-89, 14 universities in the country were offering correspondence courses in teacher education and over 67,000 candidates were enrolled in such courses.

(c) The relative position regarding supply and demand of trained teachers varies considerably from State to State. The position of vacancies can also vary considerably from year to year.

(d) Government is exploring the possibility of securing World Bank assistance to strengthen and modernise the polytechnic education system in the country.

Profit/Loss of Vayudoot

2873. SHRI VIRENDRA VERMA:
SHRI ISH DUTT YADAV:
SHRI MOHINDER SINGH LATHER:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the profit/loss of Vayudoot during 1986-87, 1987-88 and 1988-89 so far and how it compares with the growth of revenue during these years;

(b) what are the reasons for the losses incurred by Vayudoot and various heads of accounts under which the losses have been accounted for; and

(c) what measures have been taken by Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Details of the revenue earned, the losses incurred and loss *vis-a-vis* revenue earned by Vayudoot during 1986-87, 1987-88 and 1988-89 were as follows:

Year	Revenue earned (Rs. in Crores)	Net loss (Rs. in Crores)	Net loss Revenue earned (%)
1986-87	14.23	8.23	57.84
1987-88	17.85	7.62	42.69
1988-89	27.17	8.47	31.17

The above data are subject to change at the time of finalisation of Annual Accounts of the company for adoption at the Annual General Meetings.

(b) The losses have mainly been due to:

(i) induction of new generation Dornier aircraft which resulted in increase in aircraft costs on account of depreciation, interest and other charges;

(ii) increased interest payments on account of fluctuations in exchange rates;

(iii) high expenditure on consumables for repairs/maintenance and premature engine failure; and

(iv) operations on short haul routes which are uneconomical.

Vayudoot had incurred losses on the airline operations, courier services launched in September, 1987

and agro-aviation services transferred to it in January, 1988.

(c) Apart from provision of budgetary support and assistance in securing concessions in operating costs and short-term loans, the Government has approved increase in fares by 20%. Further, the following measures have been suggested to improve the performance of Vayudoot:

(i) Identification and discontinuance of such stations as have failed to break even over a period of time and selection of new stations on viability factor as far as possible.

(ii) Induction of new generation cost effective aircraft.

(iii) Operation of longer and high density routes after induction of bigger capacity aircraft.

(iv) Revamping and aggressive marketing of courier and agro aviation services.

Investments made on airport equipment

2879. SHRI VIRENDRA VERMA:
SHRI MOHINDER SINGH LATHER:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the comparative investments made by Government in the airport equipment during 1981-85 and investments proposed to be made during 1986-90 and 1991-95 and the percentage of rise in the investments;

(b) the major items of equipment on which investments have been made during 1981-85 and the items of equipment on which investments are being proposed to be made during 1986-90 and 1991-95; and

(c) the manner in which the absolete equipment, if any, has been disposed of during 1981-85 and 1986-89 and the total amount received on this account?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The investments made on airport equipment during 1981-85, 1986-90 and proposed during 1991-95 are as follows:—

Period	Rs. in crores	Percentage rise in investments
1981-85	67.02	..
1986-90	151.00	125.30
1991-95 (Proposed)	770.36	410.10

(b) A statement is attached (*See below*)

(c) In the National Airports Authority, some older version of equipment are still in operation and wherever these are withdrawn, the equipment have not been disposed of.

In the International Airports Authority of India, the manner of disposal and the amount received are as under:—

(i) *Operational and facilitation Equipment*

Survey Reports are raised to write off obsolete equipment fixing the reserved price. Disposal action is taken by conducting public auction or inviting sealed tenders. Total amount received on this account is about 20% of purchase price, depending upon physical condition of equipment.

(ii) *Electrical Equipment*

Runway Lighting equipment and Airconditioning equipment were disposed of by public auction during 1986-89 for salvage value of Rs. 2.90 lakhs each respectively.